

CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

25X1

COUNTRY East Germany DATE DISTR. 21 October 1955
 SUBJECT Aircraft Engine Construction 25X1
 at VEB Industriewerk, Chemnitz NO. OF ENCL. 2

PLACE ACQUIRED
 DATE OF INFO.

NO. OF ENCL.
 LISTED BELOW

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SUPPLEMENT TO REPORT NO.

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1. The manufacture of aircraft engines at the former Wanderer Works in Chemnitz was controlled by "Materialamt Pirna" (Materials Office Pirna). All new aircraft engines scheduled for quantity production in Chemnitz are developed at Materialamt Pirna. The manufacture and development of air frames was transferred to Dresden-Klotzsche. In May 1955, a Soviet repair installation for aircraft engines was located on the premises of the former Wanderer Works in Chemnitz.
 2. Ing. Makella of Ludwigsfelde was acting chief of the aircraft engine department at Chemnitz. He was assisted by one Panek, a production engineer. Ing. Poerner was the chief of the designs bureau and was assisted by some engineers including Ing. Hundhausen. Ing. Lorentzen was in charge of the propeller department; his deputy was Dipl. Ing. Leuthold. No development work was being done at this department, the mission of which was to produce production records for the quantity production of propellers on the basis of Soviet developments. The Technological Department was headed by Ing. Salzmann. Engineers Pertuch and Falke were also assigned to this department. The test stands, available in Chemnitz, were controlled by Ing. Hartlaib who was assisted by an undetermined number of young engineers. A stationary test stand for propellers had been completed. The number of test stands available was unknown. Ing. Esmont Wandersleb was assigned to the Strength Test Department.
- His laboratory was still in progress of organization. Wandersleb visited the Zeisswerk in Jena in order to buy a microscope for testing materials and quartz spectrophotograph. No information was available on the status of the chemical laboratory. The chief of the laboratory had not yet been appointed.
3. The pyrometric laboratory was also still in progress of organization and personnel had not yet been assigned to it. The laboratory for the testing of materials was headed by Ing. Dubnak who at the same time was acting chief metallurgist of the installation, and in this capacity was the superior to all laboratory chiefs in Chemnitz. It was learned that the individual laboratory chiefs were travelling about in the GDR in order to procure the equipment required for their laboratories. The workshop of the installation in Chemnitz was controlled by the Technological Bureau. Machine tools required had been procured at the Leipzig Spring Fair. The machine tools were of East German origin and their arrival was expected at any time. It is intended to manufacture

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the Soviet model ASH-21 engine which has 14 cylinders.¹ In late 1955, the first of these engines is to be tested at Chemnitz. So far, technical records required that the manufacture of aircraft engines had been translated from Russian, and a staff of about 100 translators and interpreters was employed. Russian designations remained in use for the materials required, and the word "Soviet" was added to the individual materials. This was believed to indicate the use of Soviet material for the construction of aircraft engines.

1. [redacted] Comment. It is believed that the model ASH-82 engine which is used for Il-14 model aircraft is concerned. 25X1
2. [redacted] Comment. Materialamt Firma was dissolved in 1953. The aircraft industry is now under HV Industriebedarf. 25X1
3. [redacted] Comment. Presumably the 1955 Leipzig Spring Fair (27 February-9 March) is meant. 25X1

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